

20020903.ba v03_n386.bam.20020903

>From ???@??? Tue Sep 3 15:16:39 2002 -0500
Message-Id: <200209032016.g83KGRhj019690@sco.theporch.com>
Date: Tue, 3 Sep 2002 15:16:04 CDT
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 3386

BOATANCHORS Digest 3386

Topics covered in this issue include:

- 1) Hamfests in East
by Mike Steussy - AE4R <hikrbikr@erols.com>
- 2) Strange BA digest behavior...
by listown@nanniandjack.com (Mail List Owner)
- 3) ARC-58
by Ralph Parker <rparker@dccnet.com>
- 4) RE: ARC-58
by "WF2U" <wf2u@starband.net>
- 5) NC-303 factory hint
by "Nick England" <nick@3rdtech.com>
- 6) Needed for USS COBIA SJ-1 Radar
by Tom Aschenbrenner <Boat@Aschen.com>
- 7) USS COBIA more
by Tom Aschenbrenner <Boat@Aschen.com>
- 8) Re: ARC-58
by "Sandy, W5TVW" <ebjr@i-55.com>
- 9) Free NOS 1626 VT137 tubes
by "Arthur I. Larky" <ail0@lehigh.edu>
- 10) RE: NC-303 factory hint
by "Edward Zeranski" <ezeran@concentric.net>
- 11) Hammarlund Comet-Pro Stuff wanted
by WA1KBQ@aol.com
- 12) Shelby finds - ARR-15 and RBC receivers
by Mike Sullivan <vze344qr@verizon.net>
- 13) "Tuner Amplifier B-35" What is it?
by "Ed Sieb" <esieb@sympatico.ca>
- 14) RE: RCA HAM TIPS
by Merz Donald S <merz.ds@mellon.com>
- 15) rusted 390-A PT0
by scb@hiwaay.net
- 16) RE: rusted 390-A PT0
by "Bill Hawkins" <bill@iaxs.net>
- 17) RE: rusted 390-A PT0
by "A. B. Bonds" <ab@vuse.vanderbilt.edu>
- 18) Re: rusted 390-A PT0

by Joe LeKostaj <jm_lekostaj@attglobal.net>
19) Re: rusted 390-A PT0
by Scott Robinson <spr@earthlink.net>

Message-ID: <3D719208.6C041E58@erols.com>
Date: Sun, 01 Sep 2002 00:05:29 -0400
From: Mike Steussy - AE4R <hikrbikr@erols.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Hamfests in East
Content-Type: text/plain; charset=us-ascii; x-mac-type="54455854"; x-mac-creator="4D4F5353"
Content-Transfer-Encoding: 7bit

George... Here's my list of favorite hamfests for BAs in the East

Late Jan: Richmond VA Frostfest: Large, indoors, always good for BAs
Late Feb: Vienna VA (Washington DC area) Winterfest: Medium, indoors,
good for BAs
April: Timonium (North Baltimore) MD: Large, two-day (already described)

Late May: Great Hagerstown MD: med-small, but good. Very close to
beautiful Antietam Nat'l Battlefield
Early June: Manassas VA: Large, excellent hamfest for BAs
June (Fathers Day): Frederick MD: Medium, outdoor tailgate; sometimes
good for BAs
Early Aug: Shenandoah Valley (Berryville) VA: Medium, best of all
hamfests in this area, IMHO
Early Sep: FARfest, this year at Howard County fairground, west of
Baltimore. Large & good in years past
Oct: York PA hamfest: Medium and very good for BAs

Most of these are listed in the ARRL hamfest & convention calendar,...
<<http://www.arrl.org/hamfests.html>>

Have fun hamfesting!
73, Mike Steussy AE4R

Message-Id: <200209011648.g81GmeGt020126@osr506.nanniandjack.com>
From: listown@nanniandjack.com (Mail List Owner)
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Strange BA digest behavior...
Date: Sun, 1 Sep 2002 9:48:40 -0700 (PDT)

Gang-

Several of you have asked about the digests and other odd goings on with the BoatAnchors list... I am still cleaning up the mess, but here is the story (to save me from answering hundreds of individual emails)

Phil built a new house and sold his former residence (*NOT* with profits from the list! ;^)... he had to move the weekend of July 26. However, there was *NO* phone service at his new residence, neither voice nor data, so our plan for a smooth transition, hidden from view of the list went in the tank!

Very quickly, I picked up the subscriber files and all the other files that make the list run, did the required incantations and reverse look-up indexing, and fired up the list here at "nanniandjack.com" and sent a notice out to the list...

So far, so good...

We set up name service (DNS) to point things to my system, we set aliases for the list so posts sent to Phil's system would be redirected here... this was OK... or so we thought...

When Phil spoke with his ISP about the outage and lack of phone service, they volunteered to let him shove his system into their computer room and run from there... and Phil jumped at the chance to get back on the air... *BUT*.... there is always a but...

There was a hard drive failure and the backups were flawed all the way back into late June, so we had to haul out an OLD backup to properly restore from, which over-wrote *EVERYTHING*... it overwrote the digest content, reset the digest number back to something silly, overwrote *ALL* the subscriber fixes and changes I had made and put everything out of whack...

I am trying to get things back to normal, and not doing as well as I would like... certainly not as quickly as I would like. Some people with new addresses, your change was lost, and I will try to sync the subscriber files and get that fixed over the weekend... I had finals at school during Phil's move, and I spent a couple weeks back in Tennessee with my kids, we drove back to CA with a load of precious "stuff", and immediately left for a few days at a conference! My classes have started again, and I am carrying five courses plus trying to work full-time at a new career... I am doing the best I can...

I am also trying to update the payment records so when you look on the website, you can see what has happened... this all came together at once, which was probably in accordance with Murphy's corrolary: "If

more than one thing can go wrong, they will go wrong in the order that causes the maximum confusion and destruction, and be the most difficult to fix." AMEN!

We had a request from a digest reposter whose system was blown apart by the renumbered digests to jump ahead by 20, which we did...

So, to recap: BoatAnchors@theporch.com is back up and running just fine. I have to fix the subscriber database, and hope to have them sync'ed this weekend. I will fix the payment data as I am able...

Any questions about a personal account, please email me directly.

Let me know how I can help

--

73

Jack, W4KH/Mobile - - - Mailing List Archiver/Owner - - -
listown@nanniandjack.com - "Plus ca change, plus c'est la meme chose"
"Il n'y a que les idiots qui ne changent jamais d'idee"

Message-Id: <3.0.5.32.20020901103507.00827900@pop3.dccnet.com>
Date: Sun, 01 Sep 2002 10:35:07 -0700
To: Old Tube Radios <boatanchors@theporch.com>
From: Ralph Parker <rparker@dccnet.com>
Subject: ARC-58
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

A friend recently posed this question:

"Does anyone know what's involved in converting an ARC-58 receiver to home use? Is the 115v 400 cycle AC used for anything besides straight power? (i.e. the cycles used for some function.)

The AUG-9 radar system did use the 400 cycle as a frequency input for some functions, but I can't remember what they were now. If the answer to the above is straight power an outboard P/S should be feasible. The ARC-58 specs are very impressive and Fair sells them for less than \$200 with controls, cables, schematic, etc."

Any help/suggestions?

VE7XF

From: "WF2U" <wf2u@starband.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: ARC-58

Date: Sun, 1 Sep 2002 13:47:27 -0400
Message-ID: <NABBLNEJDDKECLKHCAAP0EJKIBAA.wf2u@starband.net>
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

The 115V 400 cycle runs the servo system which does the tuning functions so even if the power itself is from another source, you'd still need the 115 V 400 cycle power for the system to run.

73, Meir WF2U
Landrum, SC

-----Original Message-----
From: owner-boatanchors@theporch.com
[mailto:owner-boatanchors@theporch.com] On Behalf Of Ralph Parker
Sent: Sunday, September 01, 2002 1:35 PM
To: Old Tube Radios
Subject: ARC-58

A friend recently posed this question:

"Does anyone know what's involved in converting an ARC-58 receiver to home use? Is the 115v 400 cycle AC used for anything besides straight power? (i.e. the cycles used for some function.)
The AUG-9 radar system did use the 400 cycle as a frequency input for some functions, but I can't remember what they were now. If the answer to the above is straight power an outboard P/S should be feasible. The ARC-58 specs are very impressive and Fair sells them for less than \$200 with controls, cables, schematic, etc."

Any help/suggestions?

VE7XF

Message-ID: <00e901c251e0\$58f87fc0\$0888f7a5@unccompsci>
From: "Nick England" <nick@3rdtech.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: NC-303 factory hint
Date: Sun, 1 Sep 2002 13:52:30 -0400
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

FYI - I acquired an NC-303 at the Shelby NC hamfest this weekend (a pretty good BA event in spite of the drizzle).

Along with the manual was a 1967 letter from National to the owner -

See article by National in the June 1963 issue of QST, page 123, "Adjustment of Notch Filter and Depth Controls". This information may prove helpful in the operation of your NC-303.

The NC-300 instruction book is also useful in servicing the NC-303 particularly Pages 16 & 17; also Paragraph 4-6 on Page 14.

The above items are not included in the NC-303 instruction book.

73 & Have Fun,
Nick KD4CPL

Message-ID: <3D72A1EE.1A651C0B@Aschen.com>
Date: Sun, 01 Sep 2002 18:25:34 -0500
From: Tom Aschenbrenner <Boat@Aschen.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Needed for USS COBIA SJ-1 Radar
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

The restoration of the COBIA SJ-1 is coming along well. All the subsystems are up and running and before I left the last time I had the unit transmitting. No echoes...but ran out of time to trouble shoot. In two weeks another trip is planned and I hope to be looking out over Lake Michigan.

Anyway, could you all check your stocks and see if you have either a 5FP7 (CRT used in PPI indicator) or a 5HP1 (CRT used in the 'A' scope)? The ones that in the unit now seem to work well but I am interested in acquiring spares for the Museum.

Thanks,

Tom Aschenbrenner

Message-ID: <3D72A2D5.478DD854@Aschen.com>
Date: Sun, 01 Sep 2002 18:29:25 -0500
From: Tom Aschenbrenner <Boat@Aschen.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: USS COBIA more

Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Forgot in the last plea...does anyone have any 322 or 323 lamps?
These are used in the SJ-1 range indicator and PPI scope.

Tom Aschenbrenner

Message-ID: <006601c25224\$2943ba80\$6ea3cdd1@ebjr>
From: "Sandy, W5TVW" <ebjr@i-55.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: ARC-58
Date: Sun, 1 Sep 2002 20:57:17 -0500
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

The ARC-58 is a nice working set when it is working. Be advised that it is extremely difficult to work on and many parts are "special" and/or Collins proprietary. To keep one running you will probably need two working ones to start off with! Not to mention all the cannon connectors and cable that will have to be made up to interconnect the units. The set uses 115 volts 400 hertz (I don't remember if it requires three phase power or not! Also requires 28 VDC as well. 73,

Sandy W5TVW

Former Air Force T/Sgt.
AFSC 30170 and 30171.

----- Original Message -----
From: "Ralph Parker" <rparker@dccnet.com>
To: "Old Tube Radios" <boatanchors@theporch.com>
Sent: Sunday, September 01, 2002 12:35 PM
Subject: ARC-58

| A friend recently posed this question:
|
| "Does anyone know what's involved in converting an ARC-58 receiver to home
| use? Is the 115v 400 cycle AC used for anything besides straight power?
| (i.e. the cycles used for some function.)
| The AUG-9 radar system did use the 400 cycle as a frequency input for some
| functions, but I can't remember what they were now. If the answer to the
| above is straight power an outboard P/S should be feasible. The ARC-58

| specs are very impressive and Fair sells them for less than \$200 with
| controls, cables, schematic, etc."
|

| Any help/suggestions?

| VE7XF
|
|

Message-ID: <3D737970.6CD1CB3E@lehigh.edu>
Date: Mon, 02 Sep 2002 10:45:04 -0400
From: "Arthur I. Larky" <ail0@lehigh.edu>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Free NOS 1626 VT137 tubes
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Dumpster-bound NOS un-boxed 1626 VT137 tubes - I have a bunch of them
available FREE for pickup in Allentown, PA or Atlantic City, NJ. If I
have to ship them, you'll have to pay the charges.

Art K3HBA

From: "Edward Zeranski" <ezeran@concentric.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: NC-303 factory hint
Date: Mon, 2 Sep 2002 08:00:15 -0700
Message-ID: <FHEBKNEBHGNPDPLBMCNEOEIDCGAA.ezeran@concentric.net>
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

I went to Shelby on Saturday from Fayetteville, long wet 175 mile drive. It
was my first time there and it was fun despite the rain. There were a couple
of NC300/303 receivers as well as an HRO or two and a pretty good selection
of BA, not cheap but available. The rain frustrated box diving but I was
limited to what would fit in overhead storage anyway. I have the 1963 QST
issue at home if you want a copy. At the end of the week I have to go to
DC/Northern VA so will take a shot at Far-Fest or the East Coast Mil Radio
Meet....sometimes work related travel has advantages.

To: Old Tube Radios
Subject: NC-303 factory hint

FYI - I acquired an NC-303 at the Shelby NC hamfest this weekend (a pretty good BA event in spite of the drizzle).

Along with the manual was a 1967 letter from National to the owner -

See article by National in the June 1963 issue of QST,

73 & Have Fun,
Nick KD4CPL

From: WA1KBQ@aol.com
Message-ID: <f3.2082e312.2aa4e683@aol.com>
Date: Mon, 2 Sep 2002 12:06:27 EDT
Subject: Hammarlund Comet-Pro Stuff wanted
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit

Anyone have a junker or parts set available or one they would sell parts from?

Thanks,
Greg; WA1KBQ
Charlotte, NC

Message-ID: <3D73D92A.1633CC46@verizon.net>
Date: Mon, 02 Sep 2002 17:33:30 -0400
From: Mike Sullivan <vze344qr@verizon.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Shelby finds - ARR-15 and RBC receivers
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

1. Just got back from Shelby, NC hamfest, and despite almost two days of non-stop rain, the worse on the saturday "main"selling day, I did score two boatanchor hits. I found a complete converted ARR-15 (R-105) receiver with working autotune and an old Navy RBC reciever for which I had been looking for many years. My setup is shown at:

<http://www.r-390a.net/Shelby2002/2002-mikes-selection.gif>

and the ARR-15 is shown close up at

<http://www.r-390a.net/Shelby2002/2002-arr-15.gif>

The RBC is shown at

<http://www.r-390a.net/Shelby2002/2002-heavy-warhorse.gif>

Many thanks to Al Trivold at <http://www.r-390a.net/Shelby2002/> for more pics.

2. I am sure some one on the 'net has data on the ARR-15, perhpas maybe a manual for sale or swap? Take a look guys, the radio plays real nice, but more selectivity would be nice but I don't want to touch the Collins coil racks until I have some documentation. I did get schematics and a mystery. The previous owner only used on half of the center-tapped transformer secondary to a bridge rectifier to develop the B-plus. Why not use a conventional full-wave rectifier and use only two silicon diodes instead of four?? Also, the radio filaments are fed from a single diode half-wave recifier instead of a bridge?? Any ideas? Seems to me I would be wise to change those power supply arrangements.

3. Have yet to try the RBC, but I am sure it won't take much to work. Got the supply to.

4. Oh yes, if any one is interested on thw Signal One CX7B, Drake TR4C (with noise blanker), or thw Swans send me an email.

Mike
kc2kj

From: "Ed Sieb" <esieb@sympatico.ca>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: "Tuner Amplifier B-35" What is it?
Date: Tue, 3 Sep 2002 04:55:54 -0400
Message-ID: <LOBBJH0L00HLIPLONIAFIEPBFGAA.esieb@sympatico.ca>
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Hi Gang,

It seems I am the proud owner of a "Tuner-Amplifier B-35". It's grey, and about the size of a 75A4 and yes, it's a receiver. Looks like it should cover 60 kHz to 30 MHz in 6 bands.

The tag also says

ADM PATT. W8126
Inst. No. MC 20137

Anyone have any ideas how old this receiver is, or where it was used? (Or any info at all?)

T I A,

73,

Ed - VA3ES

~~~~~  
Ed Sieb, VA3ES                   va3es@rac.ca  
P. O. Box 8377, Ottawa Terminal, Ottawa, Ontario, K1G 3H8  
613-738-8924 (H)  
AMI #529 Canadian Division Director.  
Member - Radio Club of America, QCWA, AWA  
Net Manager - Canadian Boat Anchor Net (3745 Kcs)  
~~~~~

Message-ID: <20020903133854.23595.qmail@mellon.com>
From: Merz Donald S <merz.ds@mellon.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: RCA HAM TIPS
Date: Tue, 3 Sep 2002 09:37:48 -0400
MIME-Version: 1.0
Content-Type: multipart/alternative;
 boundary="-----_=_NextPart_001_01C2534F.17E0B780"

This message is in MIME format. Since your mail reader does not understand this format, some or all of this message may not be legible.

-----_=_NextPart_001_01C2534F.17E0B780
Content-Type: text/plain;
 charset="windows-1252"

Volume 1 was 1938. They ran until at least volume 30 which was 1970. I have the following available:

10/39: \$5
11/2-46: \$3

RCA Ham Tips: 50 cents each
1953: 12
1955: 5
1956: 7/8
1957: 4, 7
1959: 2, 8
1960: 9

1961: 2, 12
1962: Spring, Summer, Fall, Winter 62-63
1963: Winter 63-64
1964: Spring, Summer
1965: Spring, Winter 65-66

Good luck.
73, Don Merz, N3RHT

-----Original Message-----
From: Gary Harmon [mailto:gharmon@idworld.net]
Sent: Saturday, August 31, 2002 10:06 AM
To: Old Tube Radios
Subject: RCA HAM TIPS

Does anyone know the volume numbers and dates for the RCA Ham Tips series?
Also, does anyone have any to sell or trade?

73, gary

=====
Gary H. Harmon, Jr.
K5JWK
6302 Robin Forest
San Antonio, TX 78239
(210) 657-1549 <Home>
(210) 884-6926 <Sprint>
=====

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person is not authorized. If you are not the intended recipient please
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-----_=_NextPart_001_01C2534F.17E0B780
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

* * * * *
* ---REMAINDER OF MESSAGE TRUNCATED--- *
* This post contains a forbidden message format *
* (such as an attached file, a v-card, HTML formatting) *
* Mail Lists at theporch.com only accept PLAIN TEXT *
* If your postings display this message your mail program *
* is not set to send PLAIN TEXT ONLY and needs adjusting *

* * * * *

-----_=_NextPart_001_01C2534F.17E0B780--

From: scb@hiwaay.net
To: Old Tube Radios <boatanchors@theporch.com>
Date: Tue, 3 Sep 2002 12:19:06 -0500
MIME-Version: 1.0
Subject: rusted 390-A PTO
Message-ID: <3D74A8BA.10262.4A4FE8@localhost>
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7BIT
Content-description: Mail message body

Greetings All;

Having got no response on the status of Chuck Rippel or his resources pages, I nevertheless took my 1956 Motorola PTO to bits to find the binding, squeaking, and a quick OJT course in the mysterious innards of a PTO. What initially appeared were rusted/corroded pieces, including the corroded "follower arms" on, what for lack of the proper terminology, I would call a "linearizer stack" of shims, tho' the "tracking follower" & "tensioning roller" and "stack" itself were OK. Two of the 3 ball bearings were frozen rusted lumps. The "pilot bearing" was fine and I cleaned & lubed it and replaced it, reversed, into the front plate of the PTO. This left me with the choice of either turning this into an extended & likely hopeless search for NOS 50 yr old bearings, finding another PTO, or getting this one back in the set, working, the same day. I opted for #3 as upon further inspection, I determined that the useable pilot bearing was the sole critical mechanical part of the bearing system, the others merely doing pre-tensioning and locating duty. The rear ball bearing inner race is a precision slip fit to the shaft end and a bit of moly grease would do OK here as a permanent fix. The backsides of the thrust bearing washers still had a fine polish so I reversed them after cleanup and put a teflon washer of the same thickness as the destroyed thrust bearing between them with a bit of Mobil 1 to keep things from rerusting and reassembled the unit after cleaning and lubing the other parts with specifically selected this 'n that. BTW, dealing with the heater/thermostat unit was by far the most annoying part of the project, and I would be SORELY tempted to just put it in a marked box and lose it in my storage building if I 'do' another PTO. As it was, things eventually went back together properly and, after realigning the mountings and re-synchronising the reassembled PTO to the radio, I found a much smoother unit with good stability and 100% repeatability, tho' I would assume there is somewhat more drag here than with a proper ball & washer thrust bearing. All in all, nowhere near the intimidating chore I was expecting.

Perhaps this will help someone salvage an otherwise useable PTO and save a

few bux.

Steve Bringhurst

From: "Bill Hawkins" <bill@iaxs.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: rusted 390-A PTO
Date: Tue, 3 Sep 2002 13:46:21 -0500
Message-ID: <002401c2537a\$32281b80\$290aa8c0@darius>
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Nice work, Steve.

But this statement needs a comment:

"I determined that the useable pilot bearing was the sole critical mechanical part of the bearing system, the others merely doing pre-tensioning and locating duty."

The accuracy and stability of a PTO mechanism are determined by the ability of the mechanical system to hold the core in one place relative to the coil. Pre-tensioning and locating are also critical.

The Collins PTOs that I've worked on have three bearings. The two up front are fixed to the shaft by shoulders in the shaft diameter (they slip off in the other direction). The front body casting that anchors the coil also anchors the bearings and so anchors the shaft. Pre-tensioning is done with spring washers. If there is too much tension then the bearing life is much shorter than rated. So the threaded shaft that positions the core is precisely located relative to the coil by the two front bearings that are locked in by the spring washers. The third bearing in back just keeps the long shaft from waving in the breeze, which could modulate the output of the PTO as the core moves laterally in the coil form, especially when the core is nearly out of the coil.

Teflon may not have been the best choice because it will cold flow under constant pressure. But it's probably good enough for non-military precision.

What do you think destroyed the original bearings - water, heat? Any other damage to the PTO? Which one is the "pilot" bearing?

Regards,
Bill Hawkins

-----Original Message-----

From: owner-boatanchors@theporch.com

[mailto:owner-boatanchors@theporch.com]On Behalf Of scb@hiwaay.net

Sent: Tuesday, September 03, 2002 12:19 PM

To: Old Tube Radios

Subject: rusted 390-A PT0

Greetings All;

Having got no response on the status of Chuck Rippel or his resources pages, I nevertheless took my 1956 Motorola PT0 to bits to find the binding, squeaking, and a quick OJT course in the mysterious innards of a PT0. What initially appeared were rusted/corroded pieces, including the corroded "follower arms" on, what for lack of the proper terminology, I would call a "linearizer stack" of shims, tho' the "tracking follower" & "tensioning roller"

and "stack" itself were OK. Two of the 3 ball bearings were frozen rusted lumps. The "pilot bearing" was fine and I cleaned & lubed it and replaced it ,

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grease would do OK here as a permanent fix. The backsides of the thrust bearing washers still had a fine polish so I reversed them after cleanup and put a teflon washer of the same thickness as the destroyed thrust bearing between them with a bit of Mobil 1 to keep things from rerusting and reassembled the unit after cleaning and lubing the other parts with specifically

selected this 'n that. BTW, dealing with the heater/thermostat unit was by far

the most annoying part of the project, and I would be SORELY tempted to just put it in a marked box and lose it in my storage building if I 'do' another

PT0. As it was, things eventually went back together properly and, after realigning the mountings and re-synchronising the reassembled PT0 to the radio, I found a much smoother unit with good stability and 100% repeatability,

tho' I would assume there is somewhat more drag here than with a proper ball & washer thrust bearing. All in all, nowhere near the intimidating chore I was

expecting.

Perhaps this will help someone salvage an otherwise useable PT0 and save a few bux.

Steve Bringhurst

Message-Id: <5.1.0.14.0.20020903140802.0e82e6d0@vuse.vanderbilt.edu>
Date: Tue, 03 Sep 2002 14:13:00 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: "A. B. Bonds" <ab@vuse.vanderbilt.edu>
Subject: RE: rusted 390-A PT0
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"; format=flowed

At 01:46 PM 9/3/2002 -0500, you wrote:

>What do you think destroyed the original bearings - water, heat? Any other
>damage to the PT0? Which one is the "pilot" bearing?
I had a similar situation with an R-390 (no a) PT0. Turns out that the
culprit was the hardened thrust washer that the bearing rode upon, the
surface was badly chewed. I turned it over, works fine. I have vivid
recollections of how hard it was to snap on a c-washer that held the
pre-load, which was substantial.

A. B. Bonds

Mime-Version: 1.0
Message-Id: <p04320414b99ac4f5bbdd@[192.168.1.4]>
Date: Tue, 3 Sep 2002 15:14:01 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: Joe LeKostaj <jm_lekostaj@attglobal.net>
Subject: Re: rusted 390-A PT0
Content-Type: text/plain; charset="us-ascii" ; format="flowed"

Guys,

Perhaps I should start another thread, but anyway... Does anyone
know if the construction of an R-388 PT0 is essentially the same as
the R390-A PT0 that Steve described? My R-388 makes a sort of
springy/crunchy noise as I turn the tuning knob, and I'd like to fix
it. Steve's post might be just the inspiration I need to tackle the
job.

73,
Joe K9LY

At 12:19 PM -0500 9/3/02, scb@hiwaay.net wrote:

>

>I nevertheless took my 1956 Motorola PTO to bits to find the binding,
>squeaking, and a quick OJT course in the mysterious innards of a PTO.
(snip)

Message-Id: <v03007801b99ac569e337@[66.32.31.161]>

Mime-Version: 1.0

Content-Type: text/plain; charset="us-ascii"

Date: Tue, 3 Sep 2002 13:06:07 -0700

To: Old Tube Radios <boatanchors@theporch.com>

From: Scott Robinson <spr@earthlink.net>

Subject: Re: rusted 390-A PTO

Steven Bringhurst wrote:

"....Two of the 3 ball bearings were frozen rusted
>lumps. The "pilot bearing" was fine and I cleaned & lubed it and replaced
>it ,
>reversed, into the front plate of the PTO. This left me with the choice of
>either
>turning this into an extended & likely hopeless search for NOS 50 yr old
>bearings...."

and Scott remarks:

Ball bearings are a standard item of commerce. Take one to your local industrial bearing supplier and he will very likely be able to match it exactly for a reasonable price. Both metric and inch sizes are commonly available.

OF course, since you've put yours back already, you don't need toknow this, but others do.

The reason for the corrosion is that the seals on the PTO housing have long since failed, permitting moisture to accumulated inside. It might be a good idea to intentionally unseal it so that this doesn't happen again. This phenomenon is common in sealed spaces; after the dessicant is saturated, all it does is keep the water in.

Regards,

Scott Robinson
spr@earthlink.net

Junque is GOOD for you!

End of BOATANCHORS Digest 3386
